

Appendix C: Current Facility and Service Objective Compliance

A variety of actions and recommendations are needed to enable system airports to meet target objectives established in the Utah Continuous Airport System Plan (UCASP). Facility and service objectives for National, Regional, Community, and Local airports have been established to enable system airports to fulfill their functional roles and were identified in Chapter Three – Airport Role Analysis. In many instances, system airports have identified similar facility and service needs as part of their individual capital improvement programs and are proceeding to address many of the facility and service-related needs identified in the Utah Continuous Airport System Plan.

This chapter further identifies and expands on the facility and service objectives. The objectives will be analyzed to determine current compliance. This chapter is divided into two sections. The first section describes each of the airside facilities that are recommended at each system airport. The second section identifies general aviation landside facilities and services that should be offered at those airports.

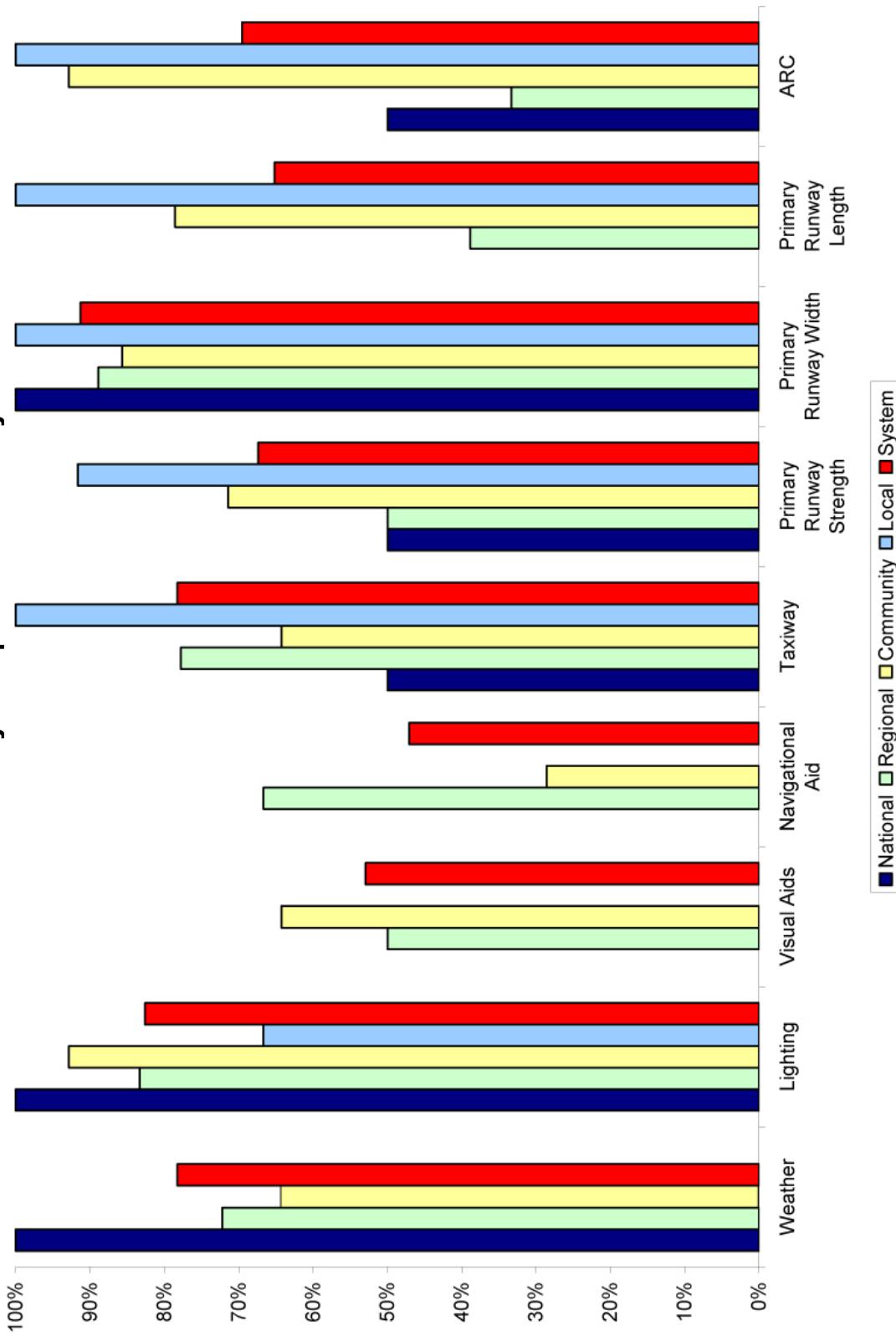
AIRSIDE FACILITIES

Airside facilities play the most significant role in the ability to support system needs. Airside facility objectives developed include the following items:

- Airport Reference Code (ARC)
- Runway Length
- Runway Width
- Runway Strength
- Taxiway
- Navigational Aid (Approach Type)
- Visual Aids
- Lighting
- Weather

Chart C-1 summarizes the system's compliance for each airside facility objective.

Chart C-1
Airside Facility Compliance Summary



Source: UDOA, Wilbur Smith Associates, 2006

Airport Reference Code (ARC)

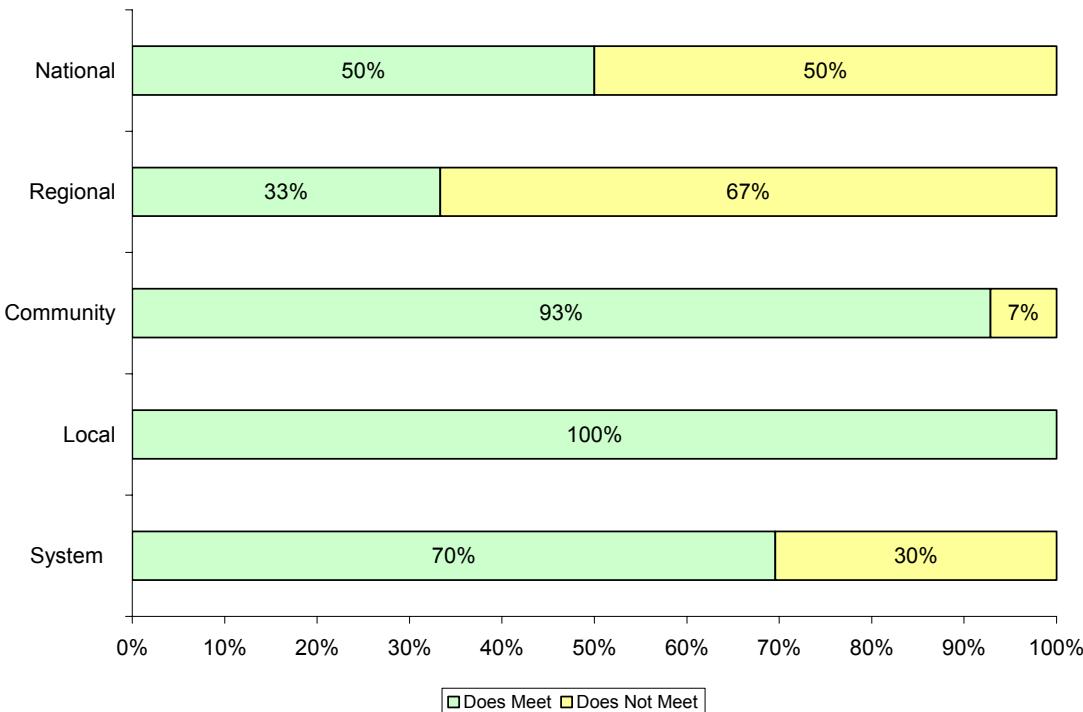
Each airport in the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) is encouraged by the FAA to meet all applicable design and development standards. The most demanding aircraft that operates at the airport on a regular basis with at least 500 takeoffs and landings a year determines each airport's individual design standards and is known as the design or critical aircraft.

An airport's design standard is typically established during the development of an airport-specific master plan or airport layout plan (ALP). Each airport's design standards are related to the approach speed and the wingspan of its design aircraft. These two parameters are used to determine each airport's airport reference code (ARC); a letter, A, B, C, D, or E, is defined by the approach speed of the design aircraft, while a Roman numeral, I, II, III, IV, or V, is identified based on the wingspan of the design aircraft.

Table C-1 indicates by airport role, the objective, and whether or not each airport currently meets its minimum facility standard for the ARC objective. (Note: All tables are located at the conclusion of the text for this chapter.) Facilities needed to address current and future shortfalls will be identified in a later chapter of this document.

Chart C-2 shows that for the ARC objectives, 50 percent of the National, 33 percent of Regional, 93 percent of Community, and 100 percent of Local airports currently meet their ARC objective. Seventy percent of all system airports now meet the System Plan's ARC objective. It is important to note that airports that are not included in the NPIAS are not required to meet FAA standards, however, the FAA standards have been developed to promote the safe and orderly development of all airports and provide a reference point regarding facility development at all airports.

Chart C-2
Current Performance
Airports meeting minimum Facility Standards – ARC Objectives



Source: UDOA, Wilbur Smith Associates, 2006

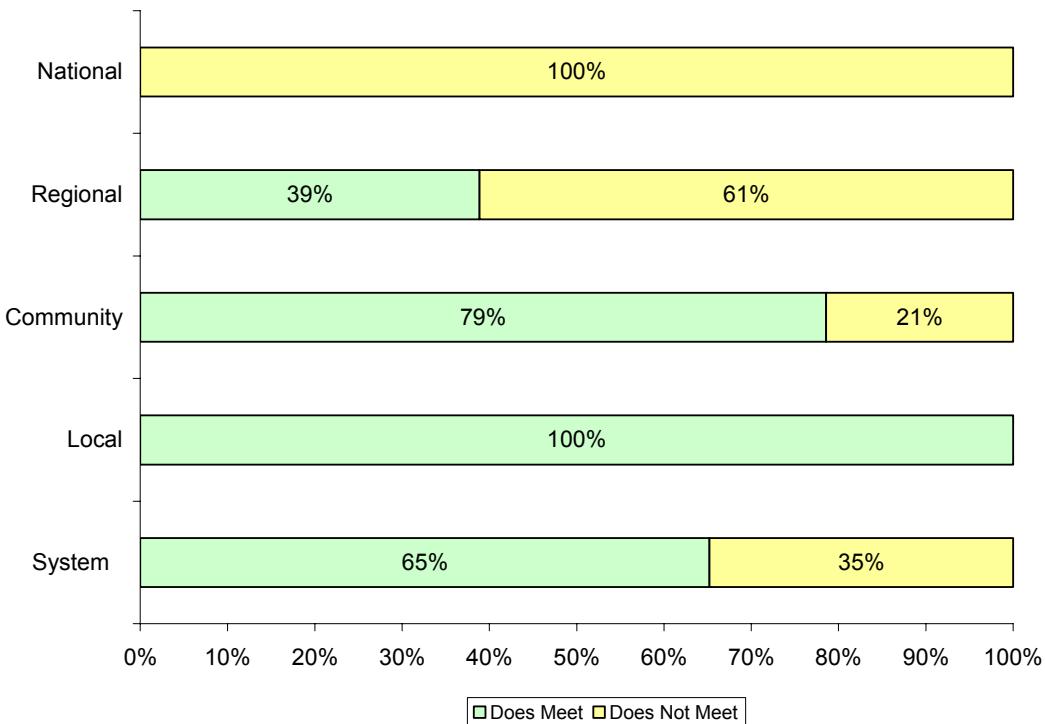
Runway Length

Adequate runway facilities, especially runway lengths, are important components of an aviation system. Facility and service objectives were developed for each of the four classification levels based on the types of aircraft anticipated to operate at airports in these classifications. In this analysis, the ability of the existing system to meet the identified objective minimum for primary runway length was examined using each airport's respective ARC and their role. An analysis of the primary runway length for each airport is presented in **Table C-2**.

As shown in **Chart C-3**, 63 percent of the system airports meet the minimum primary runway length objectives for their respective role. None of the National, 39 percent of Regional, and 71 percent of Community airports currently meet their runway length objectives. While Local airports are only required to maintain their existing runway length, it should be noted that lengths range from 2,900 feet to 6,600 feet. The System Plan set minimum primary runway lengths as a basis for evaluation. It is important to note that runway length requirements are determined based on factors such as mean

maximum daily temperature during the hottest month and the elevation of the airport. Airports that exceed the minimum primary runway length are recommended to maintain the additional length, as determined to be necessary.

Chart C-3
Current Performance
Airports meeting minimum Facility Standards – Runway Length



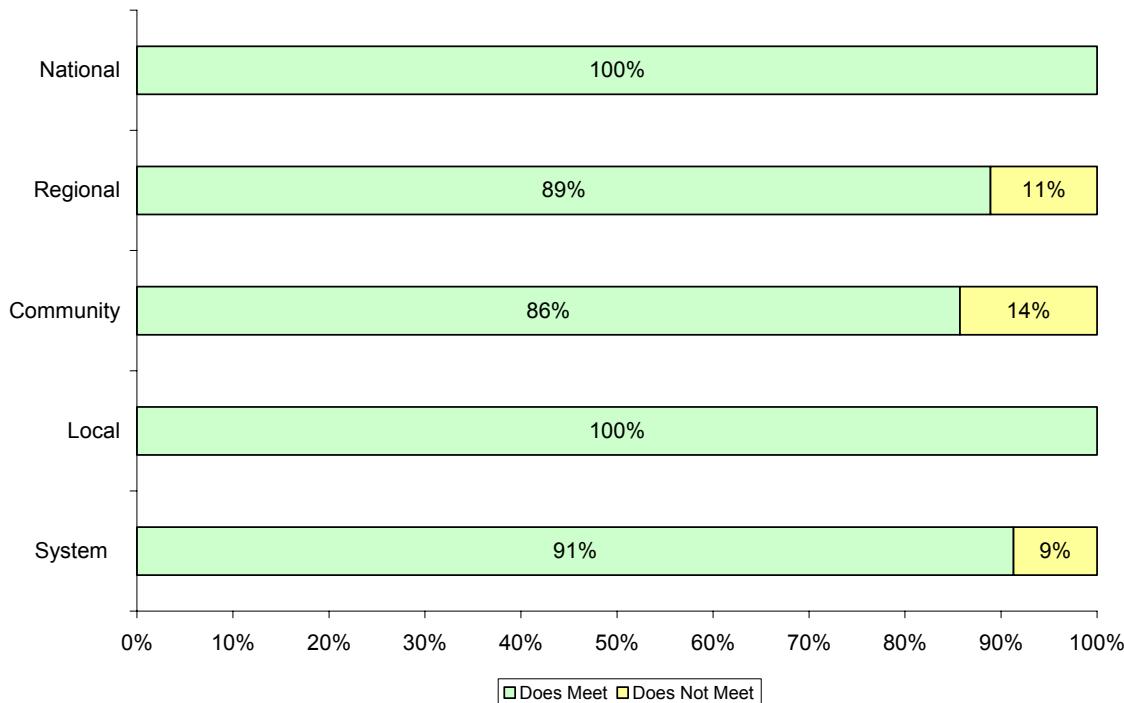
Source: UDOA, Wilbur Smith Associates, 2006

Runway Width

Another important component to the runway system is the width of the primary runway. It is important for runways to have adequate width that meet the minimum facility standards established as part of this study and meet FAA design standards. **Table C-3** shows each role's objective and whether or not each airport meets its facility and service objectives for runway width.

As shown in **Chart C-4**, over 90 percent of the system airports meet the primary runway width objectives for their respective role. One hundred percent of National, 89 percent of Regional, and 86 percent of Community airports currently meet their runway width objectives. It should be noted that the objective for Local airports is to maintain their existing runway width.

Chart C-4
Current Performance
Airports meeting minimum Facility Standards – Runway Width



Source: UDOA, Wilbur Smith Associates, 2006

Runway Strength

The strength of runway pavement determines weight of aircraft that may operate on a specific runway. Runway pavements are designed to sustain continuous aircraft operations up to the published weight bearing capacity, however, runways are capable of supporting infrequent aircraft operations in excess of the published pavement strength. Runway strengthening, in most cases, depending upon the condition and structure of the existing runway, can be accomplished by a runway overlay. The runway pavement strength is classified according to aircraft landing gear configuration, which is as follows:

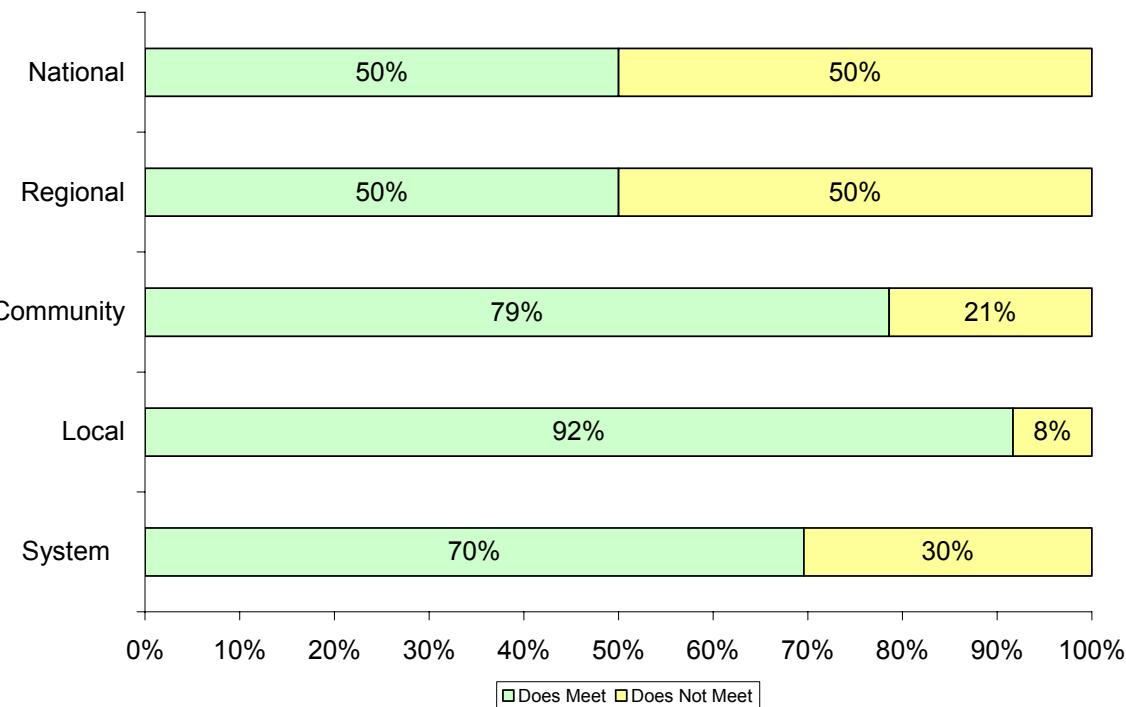
- Single wheel landing gear (SW)
- Dual wheel landing gear (DW)

An analysis of the primary runway strength for each airport is presented in **Table C-4**.

As shown in **Chart C-5**, 70 percent of the system airports meet the minimum primary runway strength objectives for their respective role. Fifty percent of the National, 50

percent of Regional, 79 percent of Community, and 92 percent of Local airports currently meet their runway strength objectives.

Chart C-5
Current Performance
Airports meeting minimum Facility Standards – Runway Strength

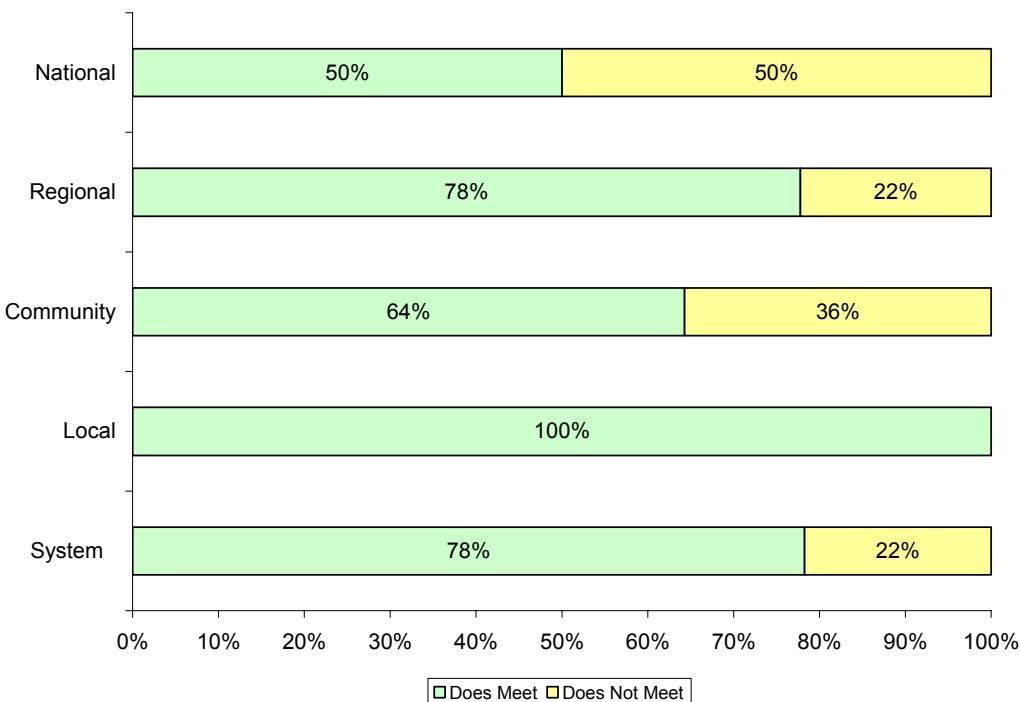


Taxiway

Taxiways are constructed to facilitate aircraft movements to and from the runway system. Strategically placed taxiway exits permit aircraft to clear the runway after landing and significantly increase the runway capacity. Some taxiways are necessary simply to provide access between the apron and runway, whereas other taxiways become needed as activity increases and safer and more efficient use of the airfield is required. Airports meeting their respective facility objective for taxiway type are shown in **Table C-5**.

Chart C-6 shows that currently, 50 percent of National, 78 percent of Regional, 64 percent of Community, and 100 percent of Local airports currently meet their taxiway objectives. Seventy-eight percent of all system airports now meet the System Plan's taxiway objective.

Chart C-6
Current Performance
Airports meeting minimum Facility Standards – Taxiway



Source: UDOA, Wilbur Smith Associates, 2006

Navigational Aid

Precision approach systems provide electronic horizontal and vertical information to aircraft during their approach to and landing at an airport. These systems allow aircraft to locate an airport and land on a specific runway during periods of reduced visibility and/or inclement weather. Operators of the most demanding general aviation aircraft, including business aircraft, typically prefer to operate at airports with precision approaches, in part due to their reliability during periods of inclement weather. Additionally, a precision approach minimizes the time that airports are closed because of poor visibility. This reduces delays, rerouting of aircraft, and ground travel times associated with not being able to access the most convenient airport.

Similar to precision approaches, non-precision approaches provide electronic information to aircraft during their approach to and landing at an airport. In general, non-precision approach systems provide horizontal guidance with relation to a specific runway at an airport. Some of these systems do provide vertical guidance or glide slope information to aircraft although it should be noted that most do not. While not as advanced or expensive to install and maintain as precision approaches, non-precision approaches support airport operations during periods of reduced visibility and inclement

weather when visual approaches are not possible. Non-precision approaches also provide additional reliability to aircraft operators. Airports were evaluated based on the type of the most demanding approach available/published. The following categories were used:

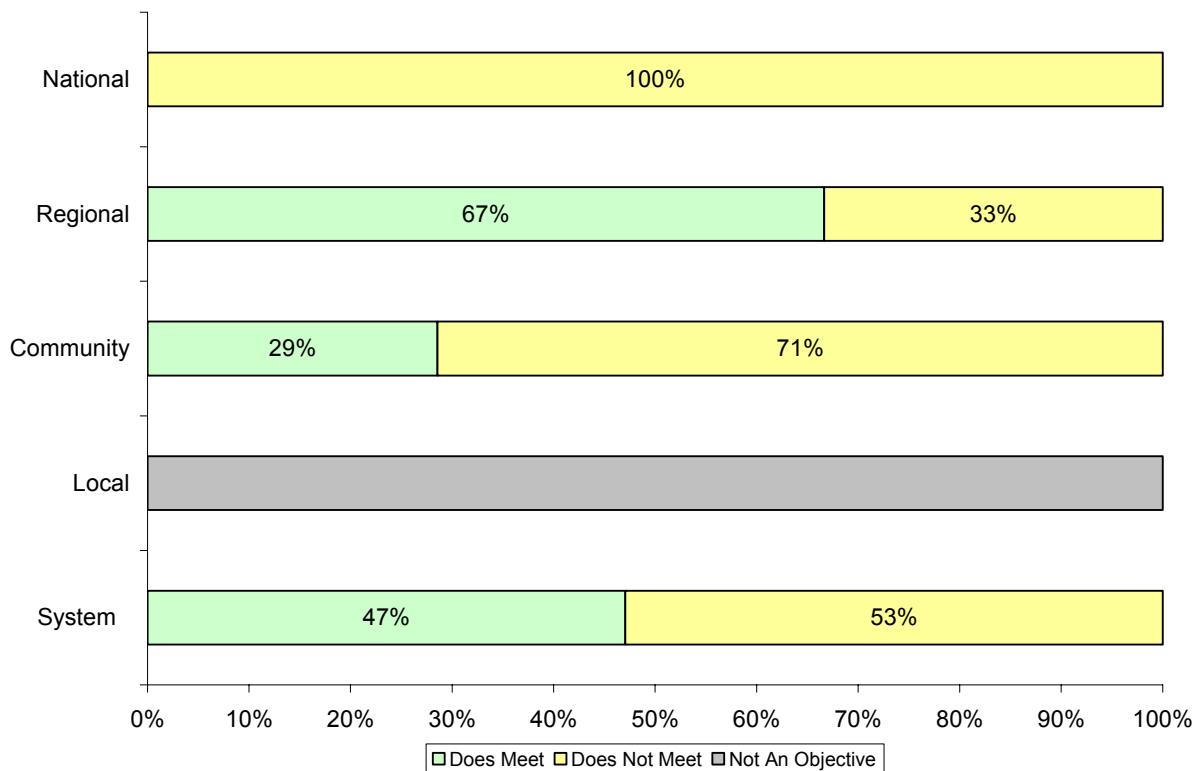
- Precision Approach
- Non-Precision Straight-In Approach
- Non-Precision Approach
- Visual Approach

Examples of non-precision approaches include very high frequency omni-directional radio (VOR), global positioning systems (GPS), localizer (LOC), and non-directional radio beacon (NDB). Additionally, in the coming years more airports will be able to benefit from a precision approach with near ILS descent and visibility minimums. These new instrument approaches are referred to as Approach Procedures with Vertical Guidance (APV) and are derived from the Wide Area Augmentation System (WAAS) technology which is based on Global Positioning Satellite (GPS) navigation. Lateral Precision with Vertical Guidance (LPV) approaches rely on space-based satellite signals rather than land-based facilities, precluding terrain interference. APV/LPV approaches currently provide approach descent minimums to 250 feet above the runway elevation, with lower descent minimums expected to begin being published in 2007.

Table C-6 lists the Utah airports that currently report having an instrument approach to at least one end of their primary runway. Local airports are only required to provide a visual approach.

As shown in **Chart C-7**, only 47 percent of airports currently meet their navigational aid objective. None of the National airports meet their objective of a precision approach, while 67 percent of Regional and 29 percent of Community airports currently meet their respective objectives. According to the facility and service objectives that have been set, it is not an objective that Local airports provide an instrument approach. However, it should be noted that Duchesne Municipal and Huntington airports currently have non-precision approaches on their primary runways.

Chart C-7
Current Performance
Airports meeting minimum Facility Standards – Navigational Aid



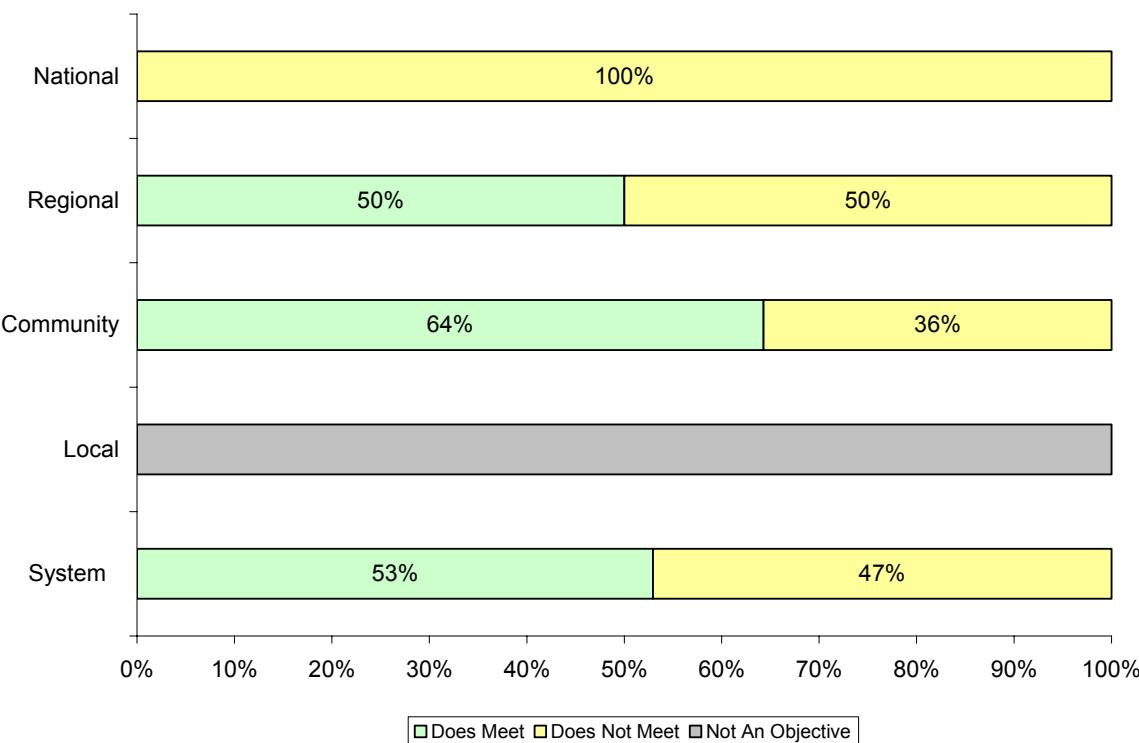
Visual Aids

Various visual aids provide navigational assistance to aircraft arriving and departing Utah's airports. Further, visual aids provide support to non-precision and precision approach aids, such as Medium Intensity Approach Lighting Systems with Runway Alignment Indicators (MALSR), Visual Approach Slope Indicators (VASI), Precision Approach Path Indicators (PAPI), and Runway End Identifier Lights (REIL). Due to the age and difficulty in getting parts and maintaining VASIs, it is recommended that all existing VASIs be replaced over time with newer PAPIs. National airports are recommended to have MALRS and Generic Visual Glideslope Indicators (GVGI) which include VASIs and PAPIs. Regional and Community airports are recommended to provide GVGIs and REILs. Local airports are not required to have visual aids. **Table C-7** shows which airports currently meet their objectives for visual aids. It is important to note that if an airport does not meet all of its visual aid objectives it is recognized as not meeting the benchmark in totality.

As shown in **Chart C-8**, 53 percent of all system airports currently meet the visual aids objectives benchmark. None of the National airports meet their visual aid objectives

and require installing a MALS. Fifty percent of Regional and 64 percent of Community airports currently meet their objectives. While it is not an objective for Local airports to have visual aids, it should be noted that Duchesne Municipal and Halls Crossing airports both have PAPIs.

**Chart C-8
Current Performance
Airports meeting minimum Facility Standards – Visual Aids**



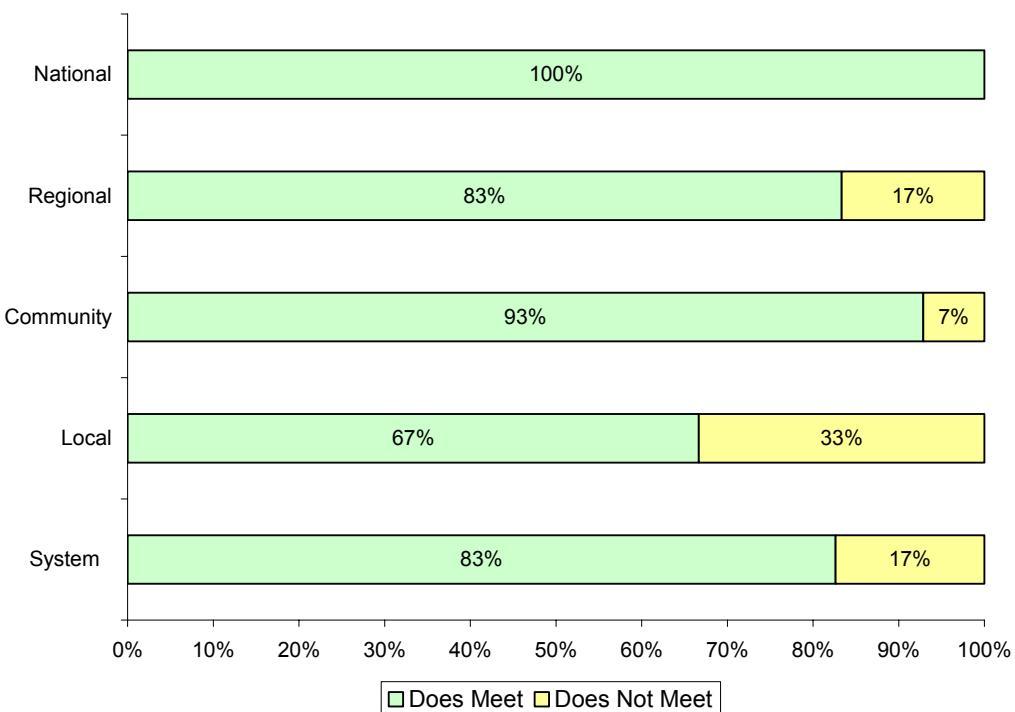
Source: UDOA, Wilbur Smith Associates, 2006

Lighting

Runway lights are used to outline the edges of runways during periods of darkness or restricted visibility conditions. These light systems are classified according to the intensity or brightness they are capable of producing: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), Low Intensity Runway Lights (LIRL), and reflectors. Lighted visual aids are used by pilots to locate airports from the air during the day when daylight is limited. All airports are required to provide a lighted wind cone and a segmented circle, as well as a rotating beacon. It should be noted that in order to “meet” this benchmark, airports must meet both their runway lighting objective as well as provide lighted visual aids. **Table C-8** indicates which airports are currently meeting their respective lighting objective.

As shown in **Chart C-9**, 100 percent of National, 83 percent of Regional, 93 percent of Community, and 67 percent of Local airports currently meet their lighting benchmark. Eighty-three percent of system airports meet their respective objectives.

Chart C-9
Current Performance
Airports meeting minimum Facility Standards – Lighting



Source: UDOA, Wilbur Smith Associates, 2006

Weather

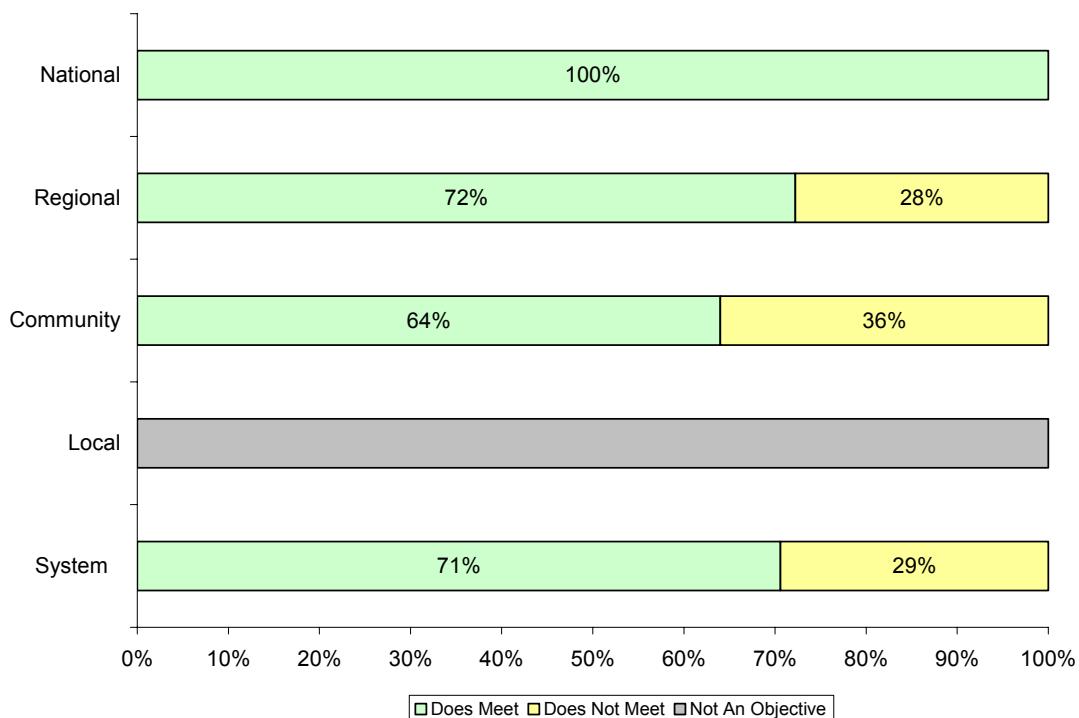
On-site weather reporting equipment at an airport complements the facility's precision or non-precision approach capabilities, as well as promoting an increased safety margin during periods of inclement or changing weather. By providing on-site weather reporting equipment, pilots are ensured sufficient information related to weather conditions at their destination airport, as well as other potential backup airports, to make informed decisions regarding their operations.

For this objective, those airports that currently have an operational automated surface observing system (ASOS), an automated weather observing system (AWOS), DigiWx, or Super Unicom systems were identified. **Table C-9** indicates which airports, by role, are currently meeting their objective.

Chart C-10 shows that 71 percent of airports that are required to have an on-site weather reporting system currently meet their objective. Although Local airports are not

required to provide weather service on-site, the Duchesne Municipal, and Huntington Municipal airports both have automated weather reporting capability.

Chart C-10
Current Performance
Airports meeting minimum Facility Standards – Weather



Source: UDOA, Wilbur Smith Associates, 2006

LANDSIDE FACILITIES

Landside facilities and services contribute significantly to the development of an airport and its attractiveness. Hangar storage and apron parking are key elements in determining the number of aircraft that can be accommodated at the airport. An FBO, which provides various services like fuel and maintenance; rental cars; and auto parking play a vital role at the airport by attracting general aviation users and facilitating their passage. Facilities and services objectives described in the following two sections include the following:

- Services
 - Phone
 - Restroom
 - Fixed Base Operator (FBO)
 - Maintenance Facilities and Hangar

- Rental Car
- Perimeter Fencing and Controlled Access
- Facilities
 - Terminal
 - Hangars
 - Apron
 - Auto Parking

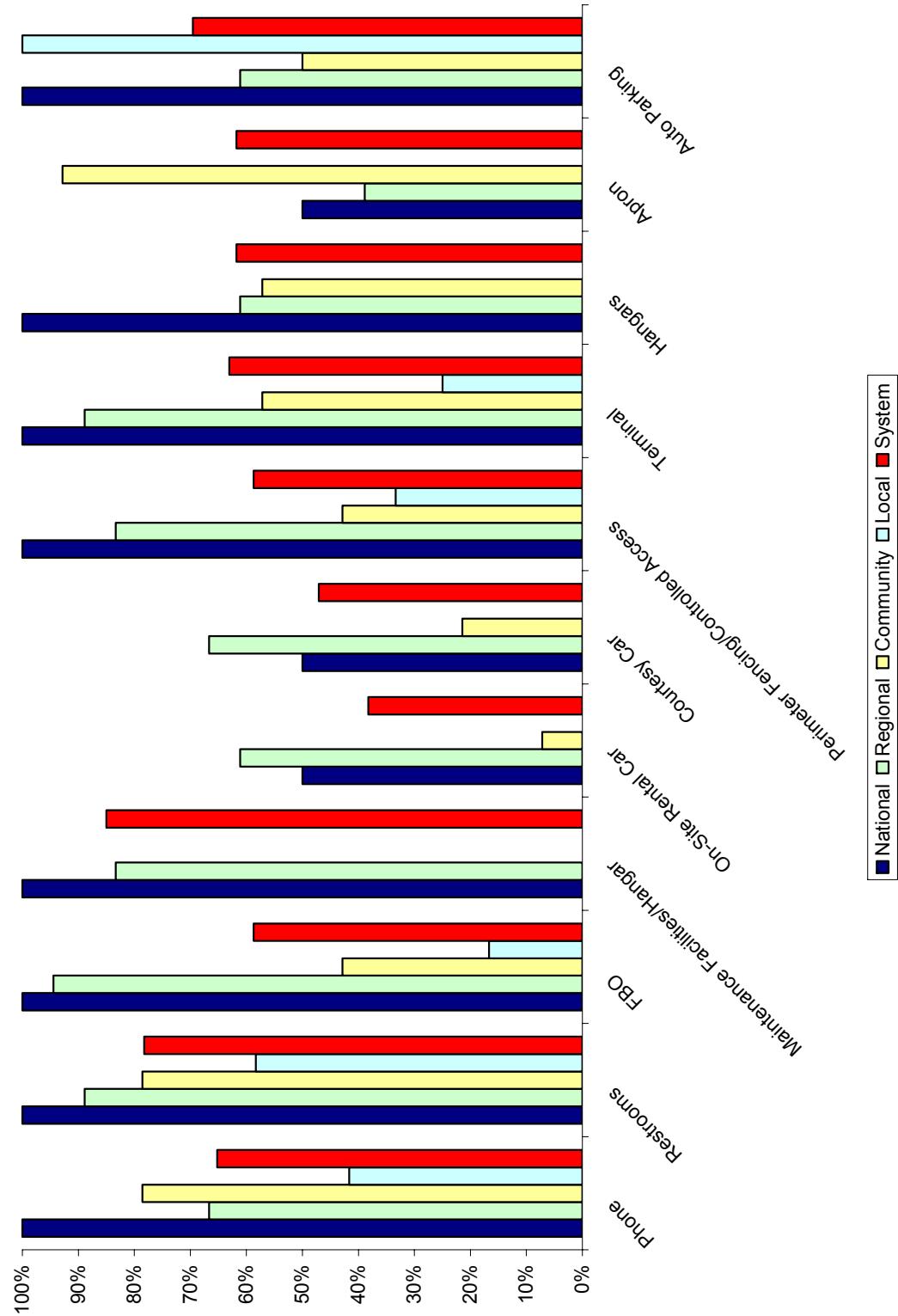
Chart C-11 summarizes the system's compliance for each landside objective.

Services

Services which are available to local pilots and tenants, as well as transient pilots are often expected necessities while others are essential for security. Basic services that are typically welcomed at airports by pilots include local and/or emergency phone service and restrooms. The presence of an FBO which provides aviation services at an airport is a service provided to both local and transient users. Typical FBO services include but are not limited to aeronautical services such as fuel sales, flying instruction, charter flights, and aircraft maintenance. Coupled with an FBO, a designated maintenance facility and/or hangar is an important service that airports can provide that is beneficial to all vested members of the aviation community whether on the local, regional, or state level. This service is yet another mechanism that airports use to be self-sufficient while conducting business and adding jobs to the economic base of the local community, region, and state. Additionally, when aircraft owners fly into an airport either for business or discretionary purposes, it is often important for them to have access to transportation services. Users may need or require on-site rental car services, while at other times, off-site rental car services or a courtesy/loaner car are acceptable to meet this demand. Perimeter fencing and controlled access gating both protects users from wildlife incursions as well as secures areas of the airfield from unlawful activity. **Table C-10** indicates which airports are currently meeting their respective landside service objectives. It is important to note that if an airport does not meet all of its landside service objectives it is recognized as not meeting the objective in totality.

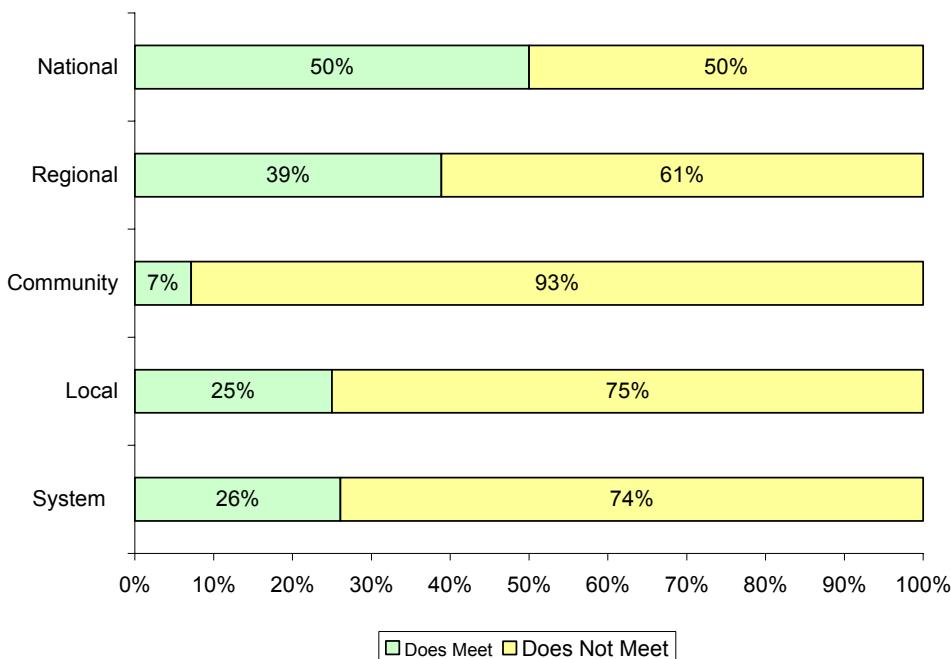
Chart C-12 shows that only 26 percent of all system airports meet their respective landside service objectives. While 74 percent of airports do not meet all of the applicable objectives for their role, it is worth noting that the majority of these airports are only deficient by one or two services. Landside services needed to address current shortfalls will be identified in a subsequent section of this document.

Chart C-11
Landside Service Compliance Summary



Source: UDOA, Wilbur Smith Associates, 2006

Chart C-12
Current Performance
Airports meeting minimum Facility Standards – Landside Services



Source: UDOA, Wilbur Smith Associates, 2006

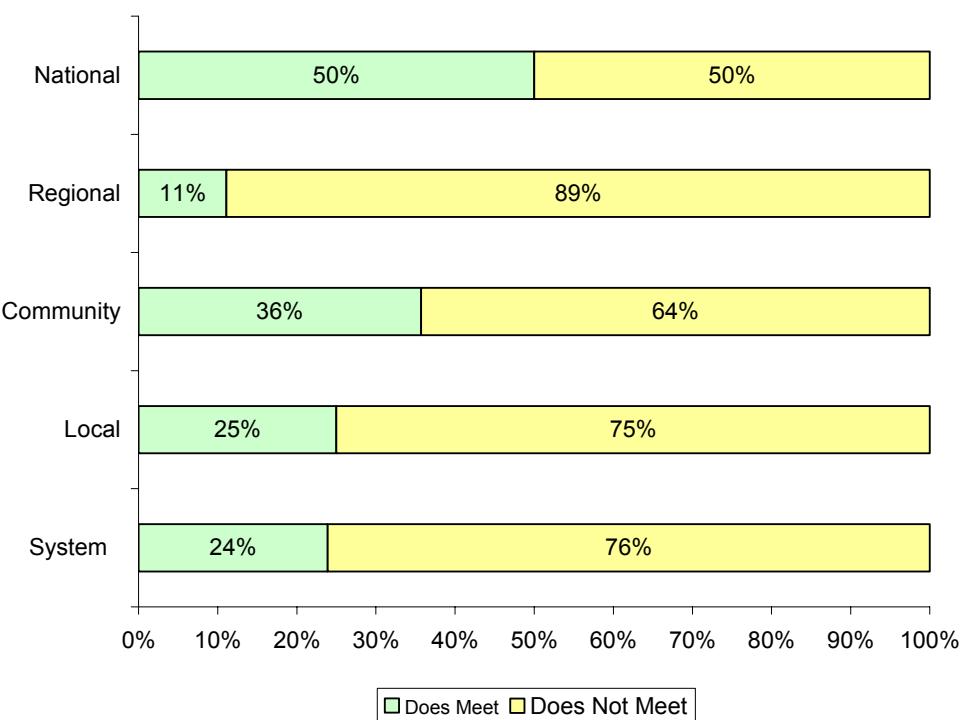
Facilities

Landside facilities are important infrastructure elements of an airport and vital economic catalysts for both airport and its community. A terminal building is typically seen as both an airport's and community's "welcome center" when pilots and users arrive by aircraft. General aviation terminals serve different roles depending on the complexity of the airport. At many airports, the terminal may house the FBO, a pilots' lounge, a weather information area, showers, and a observation area. Similarly, the need to provide covered storage for based aircraft varies by airport, climate, aircraft cost, security, and other considerations. Nationally, there continues to be trend for owners of general aviation aircraft to seek covered storage. Until recently, hangar development did not qualify for federal grants and the need for hangar development often lagged behind the airport's ability to provide such facilities. In addition to third-party developers, such as an airport's FBO, federal grants may now be available for hangar development. In addition to providing covered storage for based aircraft there is the need to ensure adequate apron space for storing local and transient aircraft that can not be housed in hangars. Regardless of how an individual reaches an airport, there is an inherent need for auto parking whether it is for employees of aviation businesses to park their personal vehicles, aircraft owners that wish to park their car before taking their aircraft for a flight, or visitors and business users arriving via aircraft that will rent a car or utilize a courtesy car to go into town. As a result of the events on September 11, 2001, new security

guidelines for commercial and general aviation airports may result in restricted auto parking in aircraft movement areas. Airports should therefore plan to provide auto parking in designated areas away from hangars and other areas of aircraft movement. **Table C-11** indicates which airports are currently meeting their respective landside service objectives.

Chart C-13 shows that less than 25 percent of all system airports meet their respective landside facility objectives. Similar to the landside service objectives, most airports that do not meet all of the applicable objectives are deficient by one or two facilities. Again, it should be noted that if an airport does not meet all of its applicable landside facility objectives it is recognized as not meeting the objective in totality.

Chart C-13
Current Performance
Airports meeting minimum Facility Standards – Landside Facilities



Source: UDOA, Wilbur Smith Associates, 2006

AIRSIDE FACILITIES

Using system performance measures and benchmarks established at the on-set of the UCASP, this chapter provides valuable insight in to how well Utah's system of public airports is currently performing. The analysis completed in this chapter lays the ground work for establishing where the Utah system is adequate or deficient. By reviewing and evaluating the system's current performance, this portion of the system plan also helps to reveal where overlaps in the system may be occurring. For Utah to have an airport

system to meet its future transportation and economic needs it should ideally have a system that serves both aviation demand and areas of the state that are expected to experience the greatest increases in population and employment. Chapter 6 of the system plan builds on the evaluation completed in this chapter and considers where changes in airport roles should be considered. Additionally, facilities and services needed to address current and future shortfalls will be identified in a subsequent chapter of this document.

Table C-1
Current Performance
Airports meeting minimum Facility Standards – ARC

Associated City	Airport	Existing ARC	Does Meet	Does Not Meet
National (C-III or Design Aircraft)				
St George	St George Municipal	B-II	↗	
Wendover	Wendover	C-III	↗	
Regional (C-II or Greater)				
Bountiful	Skypark	B-I	↗	
Brigham City	Brigham City Municipal	B-II	↗	
Cedar City	Cedar City Regional	C-IV	↗	
Heber	Heber City Municipal	B-II	↗	
Hurricane	Hurricane	B-I	↗	
Kanab	Kanab Municipal	B-II	↗	
Logan	Logan-Cache	C-II	↗	
Moab	Moab-Canyonlands Field	B-II	↗	
Morgan	Morgan County	B-I	↗	
Nephi	Nephi Municipal	C-II	↗	
Ogden	Ogden-Hinckley Municipal	C-III	↗	
Price	Price-Carbon County	C-II	↗	
Provo	Provo Municipal	C-III	↗	
Richfield	Richfield Municipal	B-II	↗	
Salt Lake City	Salt Lake City Muni 2	B-II	↗	
Spanish Fork	Spanish Fork-Springville	B-II	↗	
Tooele	Tooele Valley Airport	B-II	↗	
Vernal	Vernal	B-II	↗	
Community (B-II or Greater)				
Beaver	Beaver Municipal	B-II	↗	
Blanding	Blanding Municipal	B-II	↗	
Bryce Canyon	Bryce Canyon	B-II	↗	

Table C-1, Continued
Current Performance
Airports meeting minimum Facility Standards – ARC

Associated City	Airport	Existing ARC	Does Meet	Does Not Meet
Community (B-II or Greater)				
Delta	Delta Municipal	B-II	→	
Eagle Mountain	Jake Garn	A-I		→
Escalante	Escalante Municipal	B-II	→	
Fillmore	Fillmore	B-II	→	
Green River	Green River	B-II	→	
Manti	Manti-Ephraim	B-II	→	
Milford	Milford Municipal	B-II	→	
Monticello	Monticello	B-II	→	
Panguitch	Panguitch Municipal	B-II	→	
Parowan	Parowan	B-II	→	
Roosevelt	Roosevelt Municipal	B-II	→	
Local (A-I)				
Bluff	Bluff Airport	A-I	→	
Duchesne	Duchesne Municipal	B-I	→	
Dutch John	Dutch John	B-I	→	
Glen Canyon Natl. Rec. Area	Bullfrog Basin	A-I	→	
Halls Crossing	Halls Crossing	A/B-I	→	
Hanksville	Hanksville	B-II	→	
Huntington	Huntington Municipal	A-I	→	
Junction	Junction	A-I	→	
Loa	Wayne Wonderland	B-II	→	
Manila	Manila	B-I	→	
Mount Pleasant	Mount Pleasant	B-I	→	
Salina	Salina-Gunnison	B-I	→	

Source: UDOA, Wilbur Smith Associates, 2006

Table C-2
Current Performance
Airports meeting minimum Facility Standards – Runway Length

Associated City	Airport	Existing Primary Runway Length (in feet)	Recommended FAA Runway Length (in feet)*	Does Meet	Does Not Meet
National (Accommodate 75% of large aircraft @ 90% useful load)					
St George	St George Municipal	6,606	8,600		→
Wendover	Wendover	8,000	8,600		→
Regional (Accommodate 75% of large aircraft @ 60% useful load)					
Bountiful	Skyspark	4,700	6,220		→
Brigham City	Brigham City Municipal	8,900	6,350	→	
Cedar City	Cedar City Regional	8,653	6,960	→	
Heber	Heber City Municipal	6,898	6,960	→	
Hurricane	Hurricane	3,410	6,110	→	
Kanab	Kanab Municipal	6,193	6,600	→	
Logan	Logan-Cache	9,095	6,330	→	
Moab	Moab-Canyonlands Field	7,100	6,760	→	
Morgan	Morgan County	3,904	6,640	→	
Nephi	Nephi Municipal	6,300	6,840	→	
Ogden	Ogden-Hinckley Municipal	8,103	6,480	→	
Price	Price-Carbon County	8,300	7,070	→	
Provo	Provo Municipal	8,599	6,490	→	
Richfield	Richfield Municipal	6,600	6,800	→	
Salt Lake City	Salt Lake City Muni 2	5,860	6,540	→	
Spanish Fork	Spanish Fork-Springville	5,700	6,530	→	
Tooele	Tooele Valley Airport	6,100	6,510	→	
Vernal	Vernal	6,201	6,790	→	
Community (Accommodate 75% of small planes)					
Beaver	Beaver Municipal	5,100	5,070	→	
Blanding	Blanding Municipal	6,000	5,100	→	
Bryce Canyon	Bryce Canyon	7,400	6,420	→	

Table C-2, Continued
Current Performance
Airports meeting minimum Facility Standards – Runway Length

Associated City	Airport	Existing Primary Runway Length (in feet)	Recommended FAA Runway Length (in feet)*	Does Meet	Does Not Meet
Community (Accommodate 75% of small planes)					
Delta	Delta Municipal	6,011	4,540	→	
Eagle Mountain	Jake Garn	2,500	4,620	→	
Escalante	Escalante Municipal	5,025	5,000	→	
Fillmore	Fillmore	5,050	4,690	→	
Green River	Green River	5,600	4,120	→	
Manti	Manti-Ephraim	4,584	4,790	→	
Milford	Milford Municipal	5,000	4,700	→	
Monticello	Monticello	4,817	6,030	→	
Panguitch	Panguitch Municipal	5,700	5,730	→	
Parowan	Parowan	5,000	5,130	→	
Roosevelt	Roosevelt Municipal	6,500	4,740	→	
Local (Maintain Existing)					
Bluff	Bluff Airport	2,900		→	
Duchesne	Duchesne Municipal	5,800		→	
Dutch John	Dutch John	6,600		→	
Glen Canyon Natl. Rec. Area	Bullfrog Basin	3,500		→	
Halls Crossing	Halls Crossing	5,700		→	
Hanksville	Hanksville	5,675		→	
Huntington	Huntington Municipal	4,048		→	
Junction	Junction	4,505		→	
Loa	Wayne Wonderland	5,900		→	
Manila	Manila	5,300		→	
Mount Pleasant	Mount Pleasant	4,260		→	
Salina	Salina-Gunnison	3,815		→	

Note: FAA runway length recommendations are based on the FAA Runway Design Program v. 4.2D and the parameters of each role's objective.
Source: UDOA, Wilbur Smith Associates, 2006

Table C-3
Current Performance
Airports meeting minimum Facility Standards – Runway Width

Associated City	Airport	ARC	Existing Primary Runway Width (in feet)	Does Meet	Does Not Meet
National (To meet ARC)					
St George	St George Municipal	B-II C-III	100 150	→ →	
Wendover	Wendover				
Regional (To meet ARC)					
Bountiful	Skypark	B-I	70	→	
Brigham City	Brigham City Municipal	B-II	100	→	
Cedar City	Cedar City Regional	C-IV	150	→	
Heber	Heber City Municipal	B-II	75	→	
Hurricane	Hurricane	B-I	40	→	
Kanab	Kanab Municipal	B-II	75	→	
Logan	Logan-Cache	C-II	100	→	
Moab	Moab-Canyonlands Field	B-II	75	→	
Morgan	Morgan County	B-I	50	→	
Nephi	Nephi Municipal	C-II	100	→	
Ogden	Ogden-Hinckley Municipal	C-III	150	→	
Price	Price-Carbon County	C-II	100	→	
Provo	Provo Municipal	C-III	150	→	
Richfield	Richfield Municipal	B-II	75	→	
Salt Lake City	Salt Lake City Muni 2	B-II	100	→	
Spanish Fork	Spanish Fork-Springville	B-II	100	→	
Tooele	Tooele Valley Airport	B-II	100	→	
Vernal	Vernal	B-II	150	→	
Community (Minimum 75 feet)					
Beaver	Beaver Municipal	B-II	75	→	
Blanding	Blanding Municipal	B-II	75	→	
Bryce Canyon	Bryce Canyon	B-II	75	→	

Table C-3, Continued
Airports meeting minimum Facility Standards – Runway Width

Associated City	Airport	ARC	Existing Primary Runway Width (in feet)	Does Meet	Does Not Meet
Community (Minimum 75 feet)					
Delta	Municipal	B-II	75	→	
Eagle Mountain	Jake Gam	A-I	50	→	→
Escalante	Escalante Municipal	B-II	60	→	
Fillmore	Fillmore	B-II	75	→	
Green River	Green River	B-II	75	→	
Manti	Manti-Ephraim	B-II	75	→	
Milford	Milford Municipal	B-II	75	→	
Monticello	Monticello	B-II	75	→	
Panguitch	Panguitch Municipal	B-II	75	→	
Parowan	Parowan	B-II	75	→	
Roosevelt	Roosevelt Municipal	B-II	75	→	
Local (Maintain Existing)					
Bluff	Bluff Airport	A-I	45	→	
Duchesne	Duchesne Municipal	B-I	60	→	
Dutch John	Dutch John	B-II	60	→	
Glen Canyon Natl. Rec. Area	Bullfrog Basin	A-I	40	→	
Halls Crossing	Halls Crossing	A/B-I	60	→	
Hanksville	Hanksville	B-II	75	→	
Huntington	Huntington Municipal	A-I	60	→	
Junction	Junction	A-I	60	→	
Loa	Wayne Wonderland	B-II	75	→	
Manila	Manila	B-I	60	→	
Mount Pleasant	Mount Pleasant	B-II	60	→	
Salina	Salina-Gunnison	B-II	60	→	

Source: UDOA, Wilbur Smith Associates, 2006

Table C-4
Current Performance
Airports meeting minimum Facility Standards – Runway Strength

Associated City	Airport	Existing Primary Runway Strength (in 000s)	Does Meet	Does Not Meet
National (Single-wheel gear-60,000 lbs; Equivalent for dual wheel)				
St George	St George Municipal	26	→	
Wendover	Wendover	75	→	
Regional (Single-wheel gear-30,000 lbs; Equivalent for dual wheel)				
Bountiful	Skyspark	12	→	
Brigham City	Brigham City Municipal	30	→	
Cedar City	Cedar City Regional	75	→	
Heber	Heber City Municipal	12	→	
Hurricane	Hurricane	3	→	
Kanab	Kanab Municipal	12.5	→	
Logan	Logan-Cache	60	→	
Moab	Moab-Canyonlands Field	25	→	
Morgan	Morgan County	12.5	→	
Nephi	Nephi Municipal	30	→	
Ogden	Ogden-Hinckley Municipal	120	→	
Price	Price-Carbon County	30	→	
Provo	Provo Municipal	75	→	
Richfield	Richfield Municipal	19	→	
Salt Lake City	Salt Lake City Muni 2	12.5	→	
Spanish Fork	Spanish Fork-Springville	12.5	→	
Tooele	Tooele Valley Airport	30	→	
Vernal	Vernal	45	→	
Community (Single-wheel gear-12,500 lbs)				
Beaver	Beaver Municipal	12.5	→	
Blanding	Blanding Municipal	27	→	
Bryce Canyon	Bryce Canyon	30	→	

Table C-4, Continued
Current Performance
Airports meeting minimum Facility Standards – Runway Strength

Associated City	Airport	Existing Primary Runway Strength (in 000s)	Does Meet	Does Not Meet
Community (Single-wheel gear-12,500 lbs)				
Delta	Delta Municipal	21	↑	
Eagle Mountain	Jake Garn	4		↑
Escalante	Escalante Municipal	12.5	↑	
Fillmore	Fillmore	12.5	↑	
Green River	Green River	12	↑	
Manti	Manti-Ephraim	24	↑	
Milford	Milford Municipal	26	↑	
Monticello	Monticello	11		↑
Panguitch	Panguitch Municipal	20	↑	
Parowan	Parowan	30	↑	
Roosevelt	Roosevelt Municipal	12.5	↑	
Local (Single-wheel gear-12,500 lbs)				
Bluff	Bluff Airport	12.5	↑	
Duchesne	Duchesne Municipal	12.5	↑	
Dutch John	Dutch John	12.5	↑	
Glen Canyon Nati. Rec. Area	Bullfrog Basin	12.5	↑	
Halls Crossing	Halls Crossing	12.5	↑	
Hanksville	Hanksville	12.5	↑	
Huntington	Huntington Municipal	12.5	↑	
Junction	Junction	12.5	↑	
Loa	Wayne Wonderland	16	↑	
Manila	Manila	26	↑	
Mount Pleasant	Mount Pleasant	12.5	↑	
Salina	Salina-Gunnison	6		↑

Source: UDOA, Wilbur Smith Associates, 2006

Table C-5
Current Performance
Airports meeting minimum Facility Standards – Taxiway

Associated City	Airport	Existing Taxiway Type	Does Meet	Does Not Meet
National (Full Parallel)				
St George	St George Municipal	Full Parallel	→	
Wendover	Wendover	Partial Parallel	→	→
Regional (Partial Parallel)				
Bountiful	Skypark	Partial Parallel	→	
Brigham City	Brigham City Municipal	Full Parallel	→	
Cedar City	Cedar City Regional	Full Parallel	→	
Heber	Heber City Municipal	Full Parallel	→	
Hurricane	Hurricane	Turnarounds and Connector	→	
Kanab	Kanab Municipal	Turnarounds and Connector	→	
Logan	Logan-Cache	Full Parallel	→	
Moab	Moab-Canyonlands Field	Full Parallel	→	
Morgan	Morgan County	Turnarounds and Connector	→	
Nephi	Nephi Municipal	Full Parallel	→	
Ogden	Ogden-Hinckley Municipal	Partial Parallel	→	
Price	Price-Carbon County	Partial Parallel	→	
Provo	Provo Municipal	Full Parallel	→	
Richfield	Richfield Municipal	Turnaround/Connector	→	
Salt Lake City	Salt Lake City Muni 2	Full Parallel	→	
Spanish Fork	Spanish Fork-Springville	Full Parallel	→	
Tooele	Tooele Valley Airport	Full Parallel	→	
Vernal	Vernal	Full Parallel	→	
Community (Turnarounds and Connectors)				
Beaver	Beaver Municipal	Turnarounds and Connector	→	
Blanding	Blanding Municipal	Turnarounds and Connector	→	
Bryce Canyon	Bryce Canyon	Full Parallel	→	

Table C-5, Continued
Current Performance
Airports meeting minimum Facility Standards – Taxiway

Associated City Community (Turnarounds and Connectors)	Airport	Existing Taxiway Type	Does Meet	Does Not Meet
Delta	Delta Municipal	Partial Parallel	→	→
Eagle Mountain	Jake Garn	Connector	→	→
Escalante	Escalante Municipal	Connector	→	→
Fillmore	Fillmore	Connector	→	→
Green River	Green River	Partial Parallel	→	→
Manti	Manti-Ephraim	Connector	→	→
Millford	Millford Municipal	Connector	→	→
Monticello	Monticello	Full Parallel	→	→
Panguitch	Panguitch Municipal	Turnarounds and Connector	→	→
Parowan	Parowan	Full Parallel	→	→
Roosevelt	Roosevelt Municipal	Turnarounds and Connector	→	→
Local (Connectors and/or Turnarounds)				
Bluff	Bluff Airport	Connector	→	→
Duchesne	Duchesne Municipal	Connector	→	→
Dutch John	Dutch John	Connector	→	→
Glen Canyon Natl. Rec. Area	Bullfrog Basin	Connector	→	→
Halls Crossing	Halls Crossing	Full Parallel	→	→
Hanksville	Hanksville	Connector	→	→
Huntington	Huntington Municipal	Turnaround/Connector	→	→
Junction	Junction	Connector	→	→
Loa	Wayne Wonderland	Connector	→	→
Manila	Manila	Connector	→	→
Mount Pleasant	Mount Pleasant	Turnaround/Connector	→	→
Salina	Salina-Gunnison	Turnaround/Connector	→	→

Source: UDOA, Wilbur Smith Associates, 2006

Table C-6
Current Performance
Airports meeting minimum Facility Standards – Navigational Aid

Associated City	Airport	Existing Approach Type	Does Meet	Does Not Meet
National (Precision Approach)				
St George	St George Municipal	NPI Straight-In	→	
Wendover	Wendover	NPI Straight-In	→	
Regional (Non-Precision Straight-In Approach)				
Bountiful	Skypark	Visual	→	
Brigham City	Brigham City Municipal	NPI Straight-In	→	
Cedar City	Cedar City Regional	Precision	→	
Heber	Heber City Municipal	NPI	→	
Hurricane	Hurricane	Visual	→	
Kanab	Kanab Municipal	NPI Straight-In	→	
Logan	Logan-Cache	NPI Straight-In	→	
Moab	Moab-Canyonlands Field	NPI Straight-In	→	
Morgan	Morgan County	Visual	→	
Nephi	Nephi Municipal	Visual	→	
Ogden	Ogden-Hinckley Municipal	Precision	→	
Price	Price-Carbon County	NPI Straight-In	→	
Provo	Provo Municipal	Precision	→	
Richfield	Richfield Municipal	NPI Straight-In	→	
Salt Lake City	Salt Lake City Muni 2	NPI Straight-In	→	
Spanish Fork	Spanish Fork-Springville	Visual	→	
Tooele	Tooele Valley Airport	NPI Straight-In	→	
Vernal	Vernal	NPI Straight-In	→	
Community (Non-Precision Approach)				
Beaver	Beaver Municipal	Visual	→	
Blanding	Blanding Municipal	NPI Straight-In	→	
Bryce Canyon	Bryce Canyon	Visual	→	

Table C-6, Continued
Current Performance
Airports meeting minimum Facility Standards – Navigational Aid

Associated City Community (Non-Precision Approach)	Airport	Existing Approach Type	Does Meet	Does Not Meet
Delta	Delta Municipal	NPI Straight-In	→	
Eagle Mountain	Jake Garn	Visual	→	
Escalante	Escalante Municipal	Visual	→	
Fillmore	Fillmore	Visual	→	
Green River	Green River	Visual	→	
Manti	Manti-Ephraim	Visual	→	
Milford	Milford Municipal	NPI	→	
Monticello	Monticello	Visual	→	
Panguitch	Panguitch Municipal	Visual	→	
Parowan	Parowan	Visual	→	
Roosevelt	Roosevelt Municipal	NPI Straight-In	→	
Local (Not An Objective)				
Bluff	Bluff Airport	Visual		
Duchesne	Duchesne Municipal	NPI		
Dutch John	Dutch John	Visual		
Glen Canyon Natl. Rec. Area	Bullfrog Basin	Visual		
Halls Crossing	Halls Crossing	Visual		
Hanksville	Hanksville	Visual		
Huntington	Huntington Municipal	NPI		
Junction	Junction	Visual		
Loa	Wayne Wonderland	Visual		
Manila	Manila	Visual		
Mount Pleasant	Mount Pleasant	Visual		
Salina	Salina-Gunnison	Visual		

Note: NPI – Non-Precision Approach
Source: UDOA, Wilbur Smith Associates, 2006

Table C-7
Current Performance
Airports meeting minimum Facility Standards – Visual Aid

Associated City	Airport	Existing Visual Aids	Does Meet	Does Not Meet
National (MALSR and GVGIs)				
St George	St George Municipal	PAPIs, REILs	→	
Wendover	Wendover	PAPIs, REILs	→	
Regional (GVGIs and REILs)				
Bountiful	Skypark	VASIs, REILs	→	
Brigham City	Brigham City Municipal	VASIs, REILs	→	
Cedar City	Cedar City Regional	MALSR, PAPI	→	
Heber	Heber City Municipal	PAPI	→	
Hurricane	Hurricane	None	→	
Kanab	Kanab Municipal	PAPI	→	
Logan	Logan-Cache	PAPIs, REILs	→	
Moab	Moab-Canyonlands Field	PAPIs, REILs	→	
Morgan	Morgan County	None	→	
Nephi	Nephi Municipal	PAPI, REIL	→	
Ogden	Ogden-Hinckley Municipal	MALS, PAPI	→	
Price	Price-Carbon County	VASI, REIL	→	
Provo	Provo Municipal	PAPIs, REIL	→	
Richfield	Richfield Municipal	PAPIs	→	
Salt Lake City	Salt Lake City Muni 2	PAPIs, REILs	→	
Spanish Fork	Spanish Fork-Springville	PAPIs	→	
Tooele	Tooele Valley Airport	PAPIs, REILs	→	
Vernal	Vernal	PAPIs, REILs	→	
Community (GVGIs and REILs)				
Beaver	Beaver Municipal	PAPIs, REILs	→	
Blanding	Blanding Municipal	PAPIs, REILs	→	
Bryce Canyon	Bryce Canyon	PAPIs, REILs	→	

Table C-7, Continued
Current Performance
Airports meeting minimum Facility Standards – Visual Aid

Associated City Community (GV/GIs and REILs)	Airport	Existing Visual Aids	Does Meet	Does Not Meet
Delta	Delta Municipal	PAPIs, REILs	→	
Eagle Mountain	Jake Garn	None		→
Escalante	Escalante Municipal	None		→
Fillmore	Fillmore	PAPIs, REILs	→	
Green River	Green River	PAPIs, REILs	→	
Manti	Manti-Ephraim	PAPIs	→	
Milford	Milford Municipal	VASIs, REILs	→	
Monticello	Monticello	PAPIs	→	
Panguitch	Panguitch Municipal	PAPIs	→	
Parowan	Parowan	PAPIs, REILs	→	
Roosevelt	Roosevelt Municipal	PAPIs, REILs	→	
Local (Not An Objective)				
Bluff	Bluff Airport	None		
Duchesne	Duchesne Municipal	PAPIs		
Dutch John	Dutch John	None		
Glen Canyon Natl. Rec. Area	Bullfrog Basin	None		
Halls Crossing	Halls Crossing	PAPIs		
Hanksville	Hanksville	None		
Huntington	Huntington Municipal	None		
Junction	Junction	None		
Loa	Wayne Wonderland	None		
Manila	Manila	None		
Mount Pleasant	Mount Pleasant	None		
Salina	Salina-Gunnison	None		

Source: UDOA, Wilbur Smith Associates, 2006

Table C-8
Current Performance
Airports meeting minimum Facility Standards – Lighting

Associated City	Airport	Existing Lighting	Existing Beacon	Existing Windsock	Does Meet	Does Not Meet
National (MIRL, Beacon, and Windsock)						
St George	St George Municipal	MIRL	✓	✓	✓	→
Wendover	Wendover	MIRL	✓	✓	✓	→
Regional (MIRL, Beacon, and Windsock)						
Bountiful	Skypark	LIRL	✓	✓	✓	→
Brigham City	Brigham City Municipal	MIRL	✓	✓	✓	→
Cedar City	Cedar City Regional	MIRL	✓	✓	✓	→
Heber	Heber City Municipal	MIRL	✓	✓	✓	→
Hurricane	Hurricane	None	✓	✓	✓	→
Kanab	Kanab Municipal	MIRL	✓	✓	✓	→
Logan	Logan-Cache	MIRL	✓	✓	✓	→
Moab	Moab-Canyonlands Field	MIRL	✓	✓	✓	→
Morgan	Morgan County	None	✓	✓	✓	→
Nephi	Nephi Municipal	MIRL	✓	✓	✓	→
Ogden	Ogden-Hinckley Municipal	HIRL	✓	✓	✓	→
Price	Price-Carbon County	MIRL	✓	✓	✓	→
Provo	Provo Municipal	HIRL	✓	✓	✓	→
Richfield	Richfield Municipal	MIRL	✓	✓	✓	→
Salt Lake City	Salt Lake City Muni 2	MIRL	✓	✓	✓	→
Spanish Fork	Spanish Fork-Springville	MIRL	✓	✓	✓	→
Tooele	Tooele Valley Airport	MIRL	✓	✓	✓	→
Vernal	Vernal	MIRL	✓	✓	✓	→
Community (MIRL, Beacon, and Windsock)						
Beaver	Beaver Municipal	MIRL	✓	✓	✓	→
Blanding	Blanding Municipal	MIRL	✓	✓	✓	→
Bryce Canyon	Bryce Canyon	MIRL	✓	✓	✓	→

Table C-8, Continued
Current Performance
Airports meeting minimum Facility Standards – Lighting

Associated City Community (MIRL, Beacon, and Windsock)	Airport	Existing Lighting	Existing Beacon	Existing Windsock	Does Meet	Does Not Meet
Delta	Delta Municipal	MIRL	✓	✓	✓	→
Eagle Mountain	Jake Garn	None		✓		→
Escalante	Escalante Municipal	MIRL	✓	✓	→	→
Fillmore	Fillmore	MIRL	✓	✓	→	→
Green River	Green River	MIRL	✓	✓	→	
Manti	Manti-Ephraim	MIRL	✓	✓	→	
Milford	Milford Municipal	MIRL	✓	✓	→	
Monticello	Monticello	MIRL	✓	✓	→	
Panguitch	Panguitch Municipal	MIRL	✓	✓	→	
Parowan	Parowan	MIRL	✓	✓	→	
Roosevelt	Roosevelt Municipal	MIRL	✓	✓	→	
Local (Reflectors or LIRL, Beacon, and Windsock)						
Bluff	Bluff Airport	None		✓		→
Duchesne	Duchesne Municipal	MIRL	✓	✓	→	
Dutch John	Dutch John	None		✓		→
Glen Canyon Natl. Rec. Area	Bullfrog Basin	LIRL*		✓		→
Halls Crossing	Halls Crossing	MIRL	✓	✓	→	
Hanksville	Hanksville	Non-Standard	✓	✓	→	
Huntington	Huntington Municipal	MIRL	✓	✓	→	
Junction	Junction	None		✓		→
Loa	Wayne Wonderland	MIRL	✓	✓	→	
Manila	Manila	MIRL	✓	✓	→	
Mount Pleasant	Mount Pleasant	MIRL	✓	✓	→	
Salina	Salina-Gunnison	MIRL	✓	✓	→	

Source: UDOA, Wilbur Smith Associates, 2006

Table C-9
Current Performance
Airports meeting minimum Facility Standards – Weather

Associated City	Airport	Existing Weather Reporting	Does Meet	Does Not Meet
National (Automated Weather Reporting)				
St George	St George Municipal	AWOS III	→	
Wendover	Wendover	AWOS III	→	
Regional (Automated Weather Reporting)				
Bountiful	Skypark	None	→	
Brigham City	Brigham City Municipal	AWOS III	→	
Cedar City	Cedar City Regional	ASOS	→	
Heber	Heber City Municipal	AWOS III	→	
Hurricane	Hurricane	None	→	
Kanab	Kanab Municipal	AWOS III	→	
Logan	Logan-Cache	ASOS	→	
Moab	Moab-Canyonlands Field	ASOS	→	
Morgan	Morgan County	None	→	
Nephi	Nephi Municipal	None	→	
Ogden	Ogden-Hinckley Municipal	ASOS, LAWRS	→	
Price	Price-Carbon County	ASOS	→	
Provo	Provo Municipal	AWOS III	→	
Richfield	Richfield Municipal	AWOS III	→	
Salt Lake City	Salt Lake City Muni 2	AWOS III	→	
Spanish Fork	Spanish Fork-Springville	None	→	
Tooele	Tooele Valley Airport	AWOS III	→	
Vernal	Vernal	ASOS	→	
Community (Automated Weather Reporting)				
Beaver	Beaver Municipal	AWOS III	→	
Blanding	Blanding Municipal	AWOS III	→	
Bryce Canyon	Bryce Canyon	ASOS	→	

Table C-9, Continued
Current Performance
Airports meeting minimum Facility Standards – Weather

Associated City	Airport	Existing Weather Reporting	Does Meet	Does Not Meet
Community (Automated Weather Reporting)				
Delta	Delta Municipal	AWOS III	→	
Eagle Mountain	Jake Garn	None	→	
Escalante	Escalante Municipal	None	→	
Fillmore	Fillmore	AWOS III	→	
Green River	Green River	None	→	
Manti	Manti-Ephraim	None	→	
Milford	Milford Municipal	ASOS	→	
Monticello	Monticello	DigiWx	→	
Panguitch	Panguitch Municipal	AWOS III	→	
Parowan	Parowan	None	→	
Roosevelt	Roosevelt Municipal	AWOS III	→	
Local (Not An Objective)				
Bluff	Bluff Airport	None		
Duchesne	Duchesne Municipal	Super Unicorn		
Dutch John	Dutch John	None		
Glen Canyon Natl. Rec. Area	Bullfrog Basin	None		
Halls Crossing	Halls Crossing	None		
Hanksville	Hanksville	None		
Huntington	Huntington Municipal	DigiWx		
Junction	Junction	None		
Loa	Wayne Wonderland	None		
Manila	Manila	None		
Mount Pleasant	Mount Pleasant	None		
Salina	Salina-Gunnison	None		

Source: UDOA, Wilbur Smith Associates, 2006

Table C-10
Current Performance
Airports meeting minimum Facility Standards – Landside Services

Associated City	Airport	Existing Services						Does Not Meet
		Phone	Restrooms	FBO	Maintenance Facilities/ Hangar	On-Site Rental Car	Courtesy Car	
National (Phone, Restrooms, Full Service FBO, Full Service Maintenance Facilities/Hangar, On-Site Rental Car, Perimeter Fencing, and Controlled Access)								
St George	St George Municipal	✓	✓	✓	✓	✓	✓	○
Wendover	Wendover	✓	✓	✓	✓	✓	✓	○
Regional (Phone, Restrooms, Limited Service FBO, Limited Service Maintenance Facilities, On-Site Courtesy Car, and Perimeter Fencing)								
Bountiful	Skypark	✓	✓	✓	✓	✓	✓	○
Brigham City	Brigham City Municipal	✓	✓	✓	✓	✓	✓	○
Cedar City	Cedar City Regional	✓	✓	✓	✓	✓	✓	○
Heber	Heber City Municipal	✓	✓	✓	✓	✓	✓	○
Hurricane	Hurricane	✓	✓	✓	✓	✓	✓	○
Kanab	Kanab Municipal	✓	✓	✓	✓	✓	✓	○
Logan	Logan-Cache	✓	✓	✓	✓	✓	✓	○
Moab	Moab-Canyonlands Field	✓	✓	✓	✓	✓	✓	○
Morgan	Morgan County	✓	✓	✓	✓	✓	✓	○
Nephi	Nephi Municipal	✓	✓	✓	✓	✓	✓	○
Ogden	Ogden-Hinckley Municipal	✓	✓	✓	✓	✓	✓	○
Price	Price-Carbon County	✓	✓	✓	✓	✓	✓	○
Provo	Provo Municipal	✓	✓	✓	✓	✓	✓	○
Richfield	Richfield Municipal	✓	✓	✓	✓	✓	✓	○
Salt Lake City	Salt Lake City Muni 2	✓	✓	✓	✓	✓	✓	○
Spanish Fork	Spanish Fork-Springville	✓	✓	✓	✓	✓	✓	○
Tooele	Tooele Valley Airport	✓	✓	✓	✓	✓	✓	○
Vernal	Vernal	✓	✓	✓	✓	✓	✓	○

Table C-10 - Continued
Current Performance

Airports meeting minimum Facility Standards – Landside Services

Associated City	Community (Phone, Restrooms, Limited Service FBO, On-Site Courtesy Car, and Perimeter Fencing)	Existing Services						Does Meet	Does Not Meet
		FBO	Restrooms	Phone	Maintenance Facilities/ Hangar	On-Site Rental Car	Courtesy Car		
Beaver	Beaver Municipal	✓		✓		✓			↑
Blanding	Blanding Municipal	✓	✓	✓		✓	○	↑	
Bryce Canyon	Bryce Canyon	✓	✓	✓		✓	✓	↑	
Delta	Delta Municipal	✓	✓					↑	
Eagle Mountain	Jake Carr							↑	
Escalante	Escalante Municipal	✓	✓					↑	
Fillmore	Fillmore	✓	✓	✓				↑	
Green River	Green River	✓	✓	✓			○	↑	
Manti	Manti-Ephraim	✓	✓				✓	↑	
Milford	Milford Municipal	✓	✓				✓	↑	
Monticello	Monticello	✓	✓	✓			✓	↑	
Panguitch	Panguitch Municipal	✓	✓				✓	↑	
Parowan	Parowan		✓	✓			✓	↑	
Roosevelt	Roosevelt Municipal	✓	✓	✓				↑	
Local (Phone, Restrooms, and Perimeter Fencing)									
Bluff	Bluff Airport							↑	
Duchesne	Duchesne Municipal	✓	✓					↑	
Dutch John	Dutch John							↑	
Glen Canyon Natl. Rec. Area	Bullfrog Basin							↑	
Halls Crossing	Halls Crossing	✓	✓	✓			○	↑	
Hanksville	Hanksville	✓	✓	✓			✓	↑	

Table C-10, Continued
Current Performance

Airports meeting minimum Facility Standards – Landside Services

Associated City	Local (Phone, Restrooms, and Perimeter Fencing)	Airport	Existing Services		Perimeter Fencing/ Controlled Access	Does Meet	Does Not Meet
			Phone	Restrooms			
Huntington	Huntington Municipal		✓			↑	
Junction	Junction					↑	
Loa	Wayne Wonderland		✓	✓	○	↑	
Manila	Manila					↑	
Mount Pleasant	Mount Pleasant		✓		○	↑	
Salina	Salina-Gunnison		✓			↑	

○ = Partial Perimeter Fencing
Source: UDOA, Wilbur Smith Associates, 2006

Table C-11, Continued
Current Performance
Airports meeting minimum Facility Standards – Landside Facilities

Associated City	Airport	Existing Facilities				Does Meet		Does Not Meet	
		Modern Lounge	Hangars	Apron	Auto Parking	Terminal/Pilot's Lounge	Hangars	Apron	Auto Parking
National (Modern Terminal, Hangars-75% of based fleet & 25% of overnight aircraft, Apron-25% of based fleet & 75% for transient, and Auto Parking-Per MP)									
St George	St George Municipal	✓	✓	✓	✓	✓	✓	✓	→
Wendover	Wendover	✓	✓	✓	✓	✓	✓	✓	→
Regional (Terminal, Hangars-60% of based fleet & 25% of overnight aircraft, Apron-40% of based fleet & 50% for transient, and Auto Parking-33% of based fleet)									
Bountiful	SkyPark	✓	✓	✓	✓	✓	✓	✓	→
Brigham City	Brigham City Municipal	✓	✓	✓	✓	✓	✓	✓	→
Cedar City	Cedar City Regional	✓	✓	✓	✓	✓	✓	✓	→
Heber	Heber City Municipal	✓	✓	✓	✓	✓	✓	✓	→
Hurricane	Hurricane	✓	✓	✓	✓	✓	✓	✓	→
Kanab	Kanab Municipal	✓	✓	✓	✓	✓	✓	✓	→
Logan	Logan-Cache	✓	✓	✓	✓	✓	✓	✓	→
Moab	Moab-Canyonlands Field	✓	✓	✓	✓	✓	✓	✓	→
Morgan	Morgan County	✓	✓	✓	✓	✓	✓	✓	→
Nephi	Nephi Municipal	✓	✓	✓	✓	✓	✓	✓	→
Ogden	Ogden-Hinckley Municipal	✓	✓	✓	✓	✓	✓	✓	→
Price	Price-Carbon County	✓	✓	✓	✓	✓	✓	✓	→
Provo	Provo Municipal	✓	✓	✓	✓	✓	✓	✓	→
Richfield	Richfield Municipal	✓	✓	✓	✓	✓	✓	✓	→
Salt Lake City	Salt Lake City Muni 2	✓	✓	✓	✓	✓	✓	✓	→
Spanish Fork	Spanish Fork-Springville	✓	✓	✓	✓	✓	✓	✓	→
Tooele	Tooele Valley Airport					✓	✓	✓	→
Vernal	Vernal	✓	✓	✓	✓	✓	✓	✓	→

Table C-11, Continued
Current Performance
Airports meeting minimum Facility Standards – Landside Facilities

Associated City	Airport	Existing Facilities				Landside Facilities	
		Modern Terminal/Pilot's Lounge	Hangars	Apron	Auto Parking	Does Meet	Does Not Meet
Community (Hangars-50% of based fleet & 25% of overnight aircraft, Apron-50% of based fleet & 25% for transient, and Auto Parking-1 per based aircraft, Pilots Lounge)							
Beaver	Beaver Municipal	✓	✓	✓	✓	→	
Blanding	Blanding Municipal	✓	✓	✓	✓	→	
Bryce Canyon	Bryce Canyon	✓	✓	✓	✓	→	
Delta	Delta Municipal	✓	✓	✓	✓	→	
Eagle Mountain	Jake Garn					→	
Escalante	Escalante Municipal	✓	✓	✓	✓	→	
Fillmore	Fillmore	✓	✓	✓	✓	→	
Green River	Green River	✓	✓	✓	✓	→	
Manti	Manti-Ephraim	✓	✓	✓	✓	→	
Millford	Millford Municipal	✓	✓	✓	✓	→	
Monticello	Monticello	✓	✓	✓	✓	→	
Panguitch	Panguitch Municipal		✓	✓	✓	→	
Parowan	Parowan	✓	✓	✓	✓	→	
Roosevelt	Roosevelt Municipal	✓	✓	✓	✓	→	
Local (Auto Parking and Pilots' Lounge)							
Bluff	Bluff Airport				✓	→	
Duchesne	Duchesne Municipal	✓			✓	→	
Dutch John	Dutch John				✓	→	
Glen Canyon Natl. Rec. Area	Bullfrog Basin				✓	→	

Table C-11, Continued
Current Performance
Airports meeting minimum Facility Standards – Landside Facilities

Associated City	Local (Auto Parking and Pilots' Lounge)	Airport		Does Meet	Does Not Meet
		Existing Facilities	New Facilities		
Halls Crossing	Halls Crossing	✓		✓	→
Hanksville	Hanksville			✓	→
Huntington	Huntington Municipal	✓		✓	→
Junction	Junction			✓	→
Loa	Wayne Wonderland			✓	→
Manila	Manila			✓	→
Mount Pleasant	Mount Pleasant			✓	→
Salina	Salina-Gunnison			✓	→

Source: UDOA, Wilbur Smith Associates, 2006